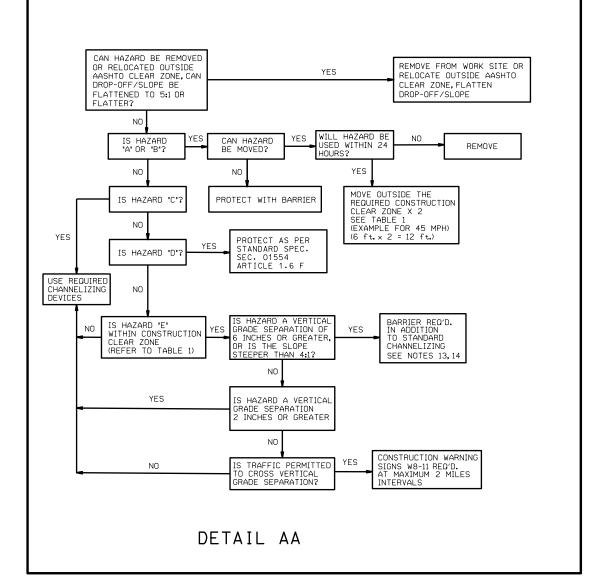
HAZARD MITIGATION

- 1. USE CONSTRUCTION CLEAR ZONE DISTANCE IDENTIFIED IN TABLE 1 TO MITIGATE THE FOLLOWING HAZARDS. HAZARDS A. NON-WORKING EQUIPMENT OR VEHICLES

 - A. NON-WORKING EQUIPMENT OR VEHICLES
 B. STOCKPILED MATERIAL
 C. WORKING VEHICLES AND WORKERS (NON-FLAGGERS)
 D. OTHER OBJECTS AND FEATURES (IE: BRIDGE PARAPETS,
 BARRIER BLUNT ENDS, POLES)
 E. VERTICAL DROP-OFF LESS THAN 48 INCHES OR SLOPES
 STEEPER THAN 4:1
- MITIGATE ALL OTHER HAZARDS OR DROP-OFFS GREATER THAN 48 INCHES WITHIN AASHTO CLEAR ZONE AS APPROVED BY THE REGION TRAFFIC ENGINEER.



NOTES:

- 1. USE CURRENT EDITION OF UDOT STANDARDS AND MUTCD FOR TRAFFIC CONTROL.
- 2. SEE STD DWG TC 1A AND TC 1B FOR CONSTRUCTION ZONE SIGNING AND DEVICE REQUIREMENT.
- 3. COVER OR REMOVE NON-APPLICABLE SIGNING, BOTH EXISTING AND CONSTRUCTION SIGNS. REMOVE NON-APPLICABLE PAVEMENT MARKINGS.
- 4. REMOVE NON-APPLICABLE PORTABLE SIGNS OR MOVE BEYOND A DISTANCE TWICE THAT OF THE CONSTRUCTION CLEAR ZONE. (SEE TABLE 1 AND DETAIL AA).
- 5. REFER TO STANDARD SPECIFICATION 01554 FOR FLAGGING REQUIREMENT FOR OPERATING TRAFFIC SIGNALS.
- 6. USE A FULL LANE CLOSURE WHEN WORK ENCROACHES INTO A TRAFFIC LANE, UNLESS THE TRAFFIC LANE CAN BE RECREATED.
- 7. CLEAN AND RESTORE PAVEMENT MARKINGS AT THE END OF EACH DAY'S OPERATION, BOTH ON AND OFF THE PROJECT, THAT ARE OBSCURED BY WORK OPERATIONS.
- 8. LIMIT ADVISORY AND REGULATORY SPEED REDUCTION OF 10 MPH, WITH THE APPROVAL FROM THE ENGINEER. FOR REDUCTIONS EXCEEDING

 10 MPH, OBTAIN APPROVAL FROM THE REGION TRAFFIC ENGINEER. USE SPEED REDUCTIONS ONLY DURING IMPACTED TIMES AND AREAS. RESTORE
 REGULATORY SPEED LIMIT AT LOCATIONS WHERE TRAFFIC IS NOT BEING IMPACTED BY CONSTRUCTION ACTIVITIES.
- 9. USE THE POSTED SPEED LIMIT PRIOR TO CONSTRUCTION TO COMPUTE THE SIGN SPACING, TAPER LENGTH, BUFFER ZONE, AND CONSTRUCTION CLEAR ZONE DISTANCE. USE THE POSTED SPEED LIMIT DURING CONSTRUCTION TO DETERMINE THE TANGENT SPACING FOR CHANNELIZING DEVICES.
- 10. USE PLASTIC DRUMS FOR LANE CLOSURE TAPER DEVICES FOR SPEEDS 50 MPH
- 11. USE DOWNSTREAM TAPER FOR OPERATIONS LONGER THAN 3 DAYS.
- 12. PLACE ADVANCE WARNING ARROW PANEL IN THE FIRST 1/3 OF THE TAPER.
- 13. USE AN APPROVED CONSTRUCTION ZONE ATTENUATOR WITH TEMPORARY PRECAST CONCRETE BARRIER WHEN APPROACH ENDS ARE WITHIN AASHTO CLEAR ZONE. DO NOT USE A TRUCK MOUNTED ATTENUATOR FOR ANY PERIOD LONGER THAN 24 HOURS.
- 14. USE PROPER LENGTH OF NEED FOR TEMPORARY BARRIER AS PER THE REQUIREMENTS OF THE CURRENT EDITION OF THE ROADSIDE DESIGN GUIDE. USE POSTED SPEED LIMIT PRIOR TO THE CONSTRUCTION ZONE FOR THE DESIGN OF THE REQUIRED LENGTH OF NEED. USE TABLE 2 FOR THE CONSTRUCTION ZONE FLARE RATE REQUIREMENT FOR TEMPORARY BARRIER. APPROVAL FROM THE REGION TRAFFIC ENGINEER IS REQUIRED FOR MODIFICATION TO THE REQUIRED

TABL CONSTRUCTION	
MPH	feet
40 & LESS	3
45	6
50	6.5
55	7.5
60	8
65	8.5
70	9
75	10.5

CONSTRUCTION Z	LE 2 Dne flare rates y barrier			
MPH	FLARE			
<u>></u> 7Ø	20:1			
65	18:1			
6Ø	17:1			
55	16:1			
5Ø	14:1			
45	1Ø:1			
<u>≤</u> 4Ø	6:1			

								NO. DATE APPR.	
OLAH DEMAKIMENI OF IKANSPOKIALION	STANDARD ORAWINGS FOR ROAD AND BRIDGE CONSTRUCTION	SALTIAKARCHIDATAH		RECOMMENDED FOR APPROVAL	JAN.01,2005	CHAIRMAN STAND-1503 COMMITTE	JAN.01,2005	DEPUTY DIRECTOR DATE	
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RAFFIC GEN

STD DWG

TC 2A